

MASTER RESEARCH AGREEMENT
Between
TEXAS A&M TRANSPORTATION INSTITUTE
And
FORT BEND COUNTY

WORK AUTHORIZATION NO. 2

This Work Authorization No. 2 (the "Work Authorization") is entered into by and between Fort Bend County, a political subdivision of the State of Texas (hereinafter referred to as "County"), and the **Texas A&M Transportation Institute**, a member of The Texas A&M University System ("System") and an agency of the State of Texas, having its principal place of business at 400 Harvey Mitchell Parkway South, Suite 300, College Station, Texas 77845 (hereinafter referred to as "TTI").

WHEREAS, County and TTI entered into a Master Research Agreement (the "Agreement") effective as of March 8, 2016, and Work Authorization #1 on March 8, 2016, and as amended on August 9, 2016; and whereby except as otherwise specified herein, the terms and conditions of that Agreement are incorporated by reference into this Work Authorization.

NOW, THEREFORE, the Parties hereto agree as follows:

1. Statement of Work. TTI agrees to use its reasonable efforts to perform the work of the project as set forth in **Exhibit A** (the "Project"). Any change to this Project, including the identity of the Principal Investigator(s) as specified in Section 2 of the original Agreement will be made effective only by a written amendment to this Work Authorization signed by both parties.
2. Principal Investigator. The Project will be supervised by Zachary Elgart, 713-613-9241, z-elgart@tti.tamu.edu, the Principal Investigator who will manage the Project on behalf of TTI.
3. County Technical Point of Contact. County designates Tennille M. Jones, Deputy Director, 281-633-7433, Tennille.Jones@fortbendcountytexas.gov, as the primary point of contact to provide data and information as needed by the TTI project team consistent with the statement of work for this Work Authorization.
4. Period of Performance. The research shall be conducted during the period October 1, 2016 through April 30, 2017 and will be subject to extension only by mutual written agreement of both parties.
5. Price and Payment.
 - a. As consideration and compensation for TTI's performance of this Work Authorization, County agrees to pay TTI the fixed price amount of \$29,000 (the "Fixed Price") in accordance with the following milestone deliverable schedule: 50% upon execution of the Work Authorization and 50% upon completion and acceptance of the deliverable for the Project.
 - b. The Fixed Price is based on the budget of the Project set forth in **Exhibit A**. Changes that affect costs such as County requested revisions to **Exhibit A** or marked differences that affect the initial price will be approved in advance by County. The revisions to **Exhibit A** and the additional funds will be added to this Work Authorization by an amendment signed by both

parties.

- c. The maximum amount payable under this Work Authorization is \$29,000. This amount is based upon fees set forth in **Exhibit B**.
- d. Payment to the Consultant for the services established under this Work Authorization shall be made in accordance with Section 5 of the Agreement.

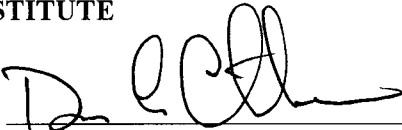
6. Reports. TTI shall submit the following reports to County:

| Report | | Due Date |
|--------|--|----------------|
| 1A | Technical memorandum documenting the history of state funding for transit and specifically speaking to state funding to support transit in urbanized areas outside regional transit authorities. | April 30, 2017 |

7. This Work Authorization does not waive the parties' responsibilities and obligations provided under the Agreement.

IN WITNESS WHEREOF, the parties have caused this Work Authorization No. 2 to be executed by their authorized representative.

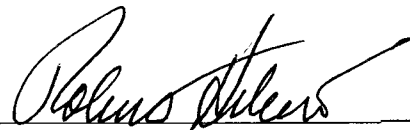
**TEXAS A&M TRANSPORTATION
INSTITUTE**

By: 

Title: Agency Director

Date: August 18, 2016

FORT BEND COUNTY

By: 

Title: Robert Hebert
County Judge

Date: 8-23 2016

**EXHIBIT A
STATEMENT OF WORK
WORK AUTHORIZATION NO. 2**

Research the History of State Funds for Transit

The Fort Bend County Public Transportation Department (FBC) expects portions of the rural service area will be redefined as urban areas in the 2020 U.S. Census. TTI will assist FBC to develop strategies for adapting to these changes by conducting research on State funding to support transit and Legislation available for transit agencies.

1. Research the History of State Funds for Transit

Federal and state formula funding is distributed based upon federally defined geographic areas—urbanized areas or rural areas (non-urbanized areas). For urban transit districts, the funding is based upon characteristics of the entire urbanized area. However, the service area boundary for transit providers in urbanized areas often does not match the urbanized area boundary, leaving a portion of the urbanized area without a designated source of state or local transit funding—the urban gap. FBC serves an urban gap for that portion of the Houston urbanized area that falls in Fort Bend County but outside the jurisdiction of the Metropolitan Transit Authority of Harris County (METRO).

In Texas, state transit funding is not available for the urban gap in large urbanized areas with a voter-approved regional transit authority. FBC anticipates that more of the transit district’s rural service area will be re-designated as urbanized during the next decennial census. To prepare for upcoming challenges, FBC has requested information about historical and current state funding policies, specifically as applies to urban gaps in Texas.

- 1.1. TTI will document funding policies and the history of relevant legislation about state funding for transit. This documentation will include information about the origins and changes of previous and existing legislation for urban and rural areas.
- 1.2. TTI will document the impact of the lack of state funding for the urban gap on the ability of FBC and other rural transit districts to match federal funding for urbanized areas.
- 1.3. TTI will document UZA’s that have grown beyond the jurisdiction of the transit authority and the impacts to funding/service that result.
- 1.4. Legislation for transit with taxing authority, special districts that could be used and their limitations.

Deliverables:

- 1A. *Technical memorandum documenting the history of state funding for transit and specifically speaking to state funding to support transit in urbanized areas outside regional transit authorities.*

Schedule:

| Tasks | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug |
|------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 Statue Funds and Urban Gap | | | | | | | | | | | | |

**EXHIBIT B
BUDGET**

WORK AUTHORIZATION NO. 2

Budget by Expense Type (Rounded to \$10):

| | |
|--------------------------|-----------------|
| TTI Labor | \$18,730 |
| TTI Operating Expense | \$950 |
| TTI Administrative OH | \$9,320 |
| Total Fixed Price | \$29,000 |